

INFORMATION REPORT

SECURITY INFORMATION

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COUNTRY Germany (Russian Zone)

DATE DISTR 27 OCT 61

SUBJECT Road and Rail Bridges over the River Lerra
and over the Oder-Spree Canal

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25 April - 3 May 1951

1. Road Bridge over the River Lerra at Walldorf (L51/1102).
 - a. Including abutments, the bridge has an overall length of 30 meters. It is built on the site of a demolished structure - probably a two-arched masonry bridge - whose central pier has been used for the present bridge. The spans are as follows:
 - 1) Timber bents supported on the concrete abutment at one end and on timber piles at the other. Length 3.5 meters.
 - 2) Steel joists supported on timber piles at one end and on a framework of timber bents built on the central pier of a previous bridge at the other. Length 7 meters.
 - 3) Steel joists on the framework of timber bents mentioned in subpara. 2) and on timber piles at the other end. Length 7 meters.
 - 4) Timber bents on piles at one end and the concrete abutment at the other. Length 3.5 meters.
 - b. The bridge is decked with timber planking to give a roadway four meters wide.
 - c. The height of the deck above the normal level of the river is 3.5 meters.
 - d. There are no speed or weight restrictions in force across the bridge.
2. Rail Bridge over the River Lerra at Langerhagen (L51/1103).
 - a. The bridge, which carries a single railroad track, crosses the river at an angle and has an overall length of 50 meters. There are five reinforced concrete arches, each with a span of six meters. As far as can be seen from the river bank, there have been no demolitions carried out on the structure.

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- b. The height of the deck above the normal level of the river is 3.5 meters.
3. Road Bridge over the River Werra at Meiningen.
- a. The bridge has a single reinforced concrete arch 13 meters long and has a width of five meters.
- b. The height of the deck above the normal level of the river is 4.5 meters.
- c. There are no weight or speed restrictions in force for traffic over the bridge.
4. Road Bridge over the River Werra at Meiningen*.
- a. This bridge is in the center of the city and is approached from the West through a fairly narrow street, the Burggasse, and from the East through the Schoene Aussicht gardens.
- b. Through the city of Meiningen the Werra divides into two arms, thus forming an island little more than 700 meters long. The Western arm of the river is bridged by a masonry arch with a span of six meters and the Eastern arm is crossed by two spans, one of 12 meters and one of eight meters, on steel joists. The Eastern span is, in fact, part of a weir which provides water for a millrace.
- c. There is an asphalt roadway four meters wide over the two parts of the bridge and the intervening island.
- d. The height of the deck of the two bridges above the normal level of the river is 2.5 meters.
- e. There are no weight or speed restrictions in force for traffic over the bridges.
5. Road Bridge over the River Werra at Meiningen.
- a. This bridge is called Freiheitsbrücke and, according to a plaque in its center, was rebuilt in 1950. It is a reinforced concrete structure consisting of a central span 14 meters long on a reinforced concrete beam, flanked by two similar spans six meters long. The abutments have been specially strengthened at both ends of the bridge. The overall length of the bridge is 35 meters.
- b. The roadway is asphalt with a width of nine meters.
- c. The height of the deck above the normal level of the river is 2.5 meters.
- d. There are no restrictions in force for traffic across the bridge.

January - May 1951

6. New Rail and Road Bridge over the Oder-Spree Canal near Fürstenberg/Oder.
- a. The bridge links Fürstenberg/Oder with Schönfließ and was opened to traffic at the beginning of 1951. Its primary purpose is to facilitate communications to the Hüttenkombinat Ost now in course of construction. The bridge carries both rail and road traffic at present, but may eventually be used for rail traffic only when a road bridge, scheduled for construction close by, is completed.
- b. The bridge-plateau is built on T-girders and paved with wooden balks. It rests at both ends on roller bearings of iron or steel, supported on concrete piers. An iron frame superstructure spans the length of the bridge on either side of the roadway, to the left and right of which are raised footpaths. A standard gauge, single track railroad line is set into the roadway.

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c. Dimensions:

Overall length including piers:	75.5 m (paced)
Width of roadway:	8.3 m "
Width of footpaths, each:	1.2 m "
Height above water level:	6.7 m

d. Marshalling yards for Hüttenkombinat Ost are being constructed at the railroad station of Ziltendorf northwest of Fürstenberg.

e. The Untere Schleuse lock between the canal and the Oder river is partly demolished and not in use. Only the lock at the Stadthafen of Fürstenberg is in working order. It is guarded by Volkspolizei.

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f. A Russian motor transport workshop is located on the former Fageb (Fahrzeug und Gerätebau) premises at the Vetschau railroad station (approximately 17 km northwest of Cottbus on the Cottbus-Berlin railroad line). [] The workshop, which employs a mixed Russian and German staff, deals with construction and repairs of military transport vehicles only, not armored vehicles.

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* [] Comment: This bridge provides an alternative route between Reichstrasse 280 and Reichstrasse 19 to the bridge described in para. 3.

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